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REPORT

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Oct 1972

REPORT

HIGH SCHOOL NEWS SERVICE REPORT

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Front Cover: Crewchief inspects interior of CH-46 Seaknight helicopter as part of his preflight inspection checklist.

Marine Air Reserve

Marine crewmen prepare an A-4 Skyhawk for a 4th MAW strike training mission.

The 4th Marine Aircraft Wing/Marine Air Reserve Training Command (4th MAW/MARTCOM) is the air arm of the Marine Corps Reserve's powerful force in readiness. It is commanded by Brigadier General Jay W. Hubbard, with its headquarters at the Naval Air Station Glenview, Illinois. The dual organization includes both the Citizen Marines of the Marine Air Reserve and the active duty Marines needed to train them and help maintain their aircraft.

The Marine Air Reserve was organized on February 26,1946, to provide the Marine Corps with a backup air arm to support its reserve ground forces which had already been in existence for 30 years. MARTCOM was given the primary duty of administering, coordinating and supervising the training of Marine Air Reservists to keep them proficient and ready for mobilization.

The original Marine Air Reserve Training Command had only nine squadrons in its organization. It has grown to over 56 squadrons plus a Light Anti-Aircraft Missile Battalion and it includes the structure of the 4th Marine Aircraft Wing.

On July 1, 1962, organization of a Marine Aircraft Wing began within the Reserve, with more emphasis being placed on unit training to enhance long range planning and provide for a more rapid response in event of mobilization. The MARTC Commanding General was assigned a secondary responsibility as the Commanding General of the 4th Marine Aircraft Wing. In July, 1966, emphasis was shifted with 4th MAW becoming the primary responsibility and MARTCOM the secondary.

Major reorganization was undertaken to further ensure that all units would be prepared to execute the same mission and tasks as the units of the active duty Fleet Marine Force Aircraft Wings. The primary mission of the 4th MAW/MARTCOM today is to train for and maintain mobilization readiness.

To accomplish this mission, MARTCOM has a nationwide network of 16 training detachments and 12 training units at 28 locations in 20 states. Marine Air Reservists train at these locations one weekend a month. They spend two weeks on Annual Training Duty each summer, either in support of ground reserve exercises, participating in normal air operations from one of the various Marine Corps Air Stations, undergoing on-the-job training, or attending a school. Those in on-the-job training are integrated with regular Marines in order to obtain maximum training and to learn the latest techniques of their particular military occupational specialty.

Another aspect which contributes to the readiness of the Wing is that all Marine Reservists go through the same basic training or "boot camp" as the regulars. The majority attend technical schools after boot camp with their

regular counterparts.

Since 1970, the 4th Marine Air Reserve units have been maintaining their own aircraft. Prior to that the Navy was custodian and the aircraft were used jointly in training, sometimes causing restrictions on the availability of aircraft for Marine training.

Training has kept pace with equipment in modernization, and in August, 1971, 20, reserve pilots from three different squadrons boarded the USS Independence and became carrier-qualified in two days. It is planned that such operations with carriers will become a year-round part of training.

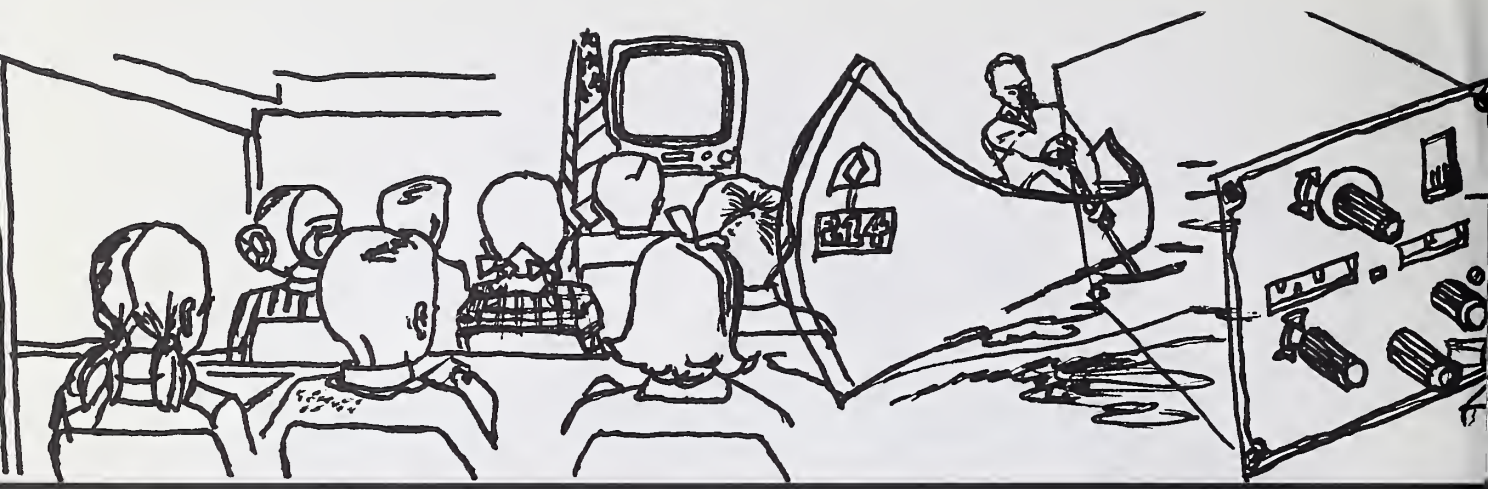
Experience was also gained in air movement over long distance with the flight of three squadrons to Puerto Rico. They were refueled in flight. Training involves more than just keeping the pilots and crew qualified in light operations. Support of the troops on the ground is still the 4th MAW's primary mission, and to accomplish this mission the 4th Marine Aircraft Wing and the 4th Marine Division work together as often as possible.

Maintaining a high state of readiness is not an easy task. It takes a

Above: Marine pilots go through a rigid preflight checklist preparing for a gunship mission.

Right: Crewmen refuel a CH-46 Seaknight during training.

continuous effort on the part of both the reservists and their active duty support personnel. This effort is maintained daily at the 4th Marine Air Reserve units throughout the country and the 4th MAW is capable of being mobilized and into combat within 60 days, giving the nation a true backup for any emergency.



Physician's Assistant

When the conversation gets around to nurses and physician's assistants, it usually conjures up visions of beautiful ladies in white helping the aged and sick in their hour of need. But for the Air Force, the term "physician's assistant" will bring thoughts of a rough-and-tumble male, all garbed out in medical clothing, ready to step in and fill the bill when a doctor or medical officer is not available.

Annually the Air Force trains hundreds of enlisted personnel in health-related fields to support its physicians, dentists and nurses. These specially selected and trained individuals perform a wide variety of direct patient care duties.

At Air Force units too small to require full-time physicians, enlisted medical personnel on independent duty provide health care services ranging from the diagnosis and treatment of minor illnesses and injuries to the recognition and referral of more serious problems to medical professionals. They have earned the high respect of professionals in the field of medicine and the approval and confidence of patients.

The program began last year at the Air Force's Medical Service School of Health Care Sciences, Sheppard Air Force Base, Texas, and marked the first time federal funds were allocated to the training of physician's assistants.

Physician's Assistant trains with the aid of an Air Force medic.

Qualifications for admission to the school are tough - the most stringent ever to be used for student selection in the 20 year history of the School of Health Care Sciences. Besides requiring a high school (or general educational development equivalent) education, the program requires a high Airman's Qualifying Exam score. Further, the applicant must complete at least three years of active military service before entering training.

Additionally, experience must include one year in direct patient care.

Applicants are further required to be physically qualified for worldwide service and be emotionally stable. Their competence and high moral caliber must be attested in letters of recommendation from staff physicians and immediate supervisors.

The course of training covers 24

months and is divided into two phases of 12 months each.

The first phase is devoted to classroom training in which the student acquires theoretical foundations. The curriculum, including anatomy, chemistry, pathology and pharmacology, resembles the first two years of medical school.

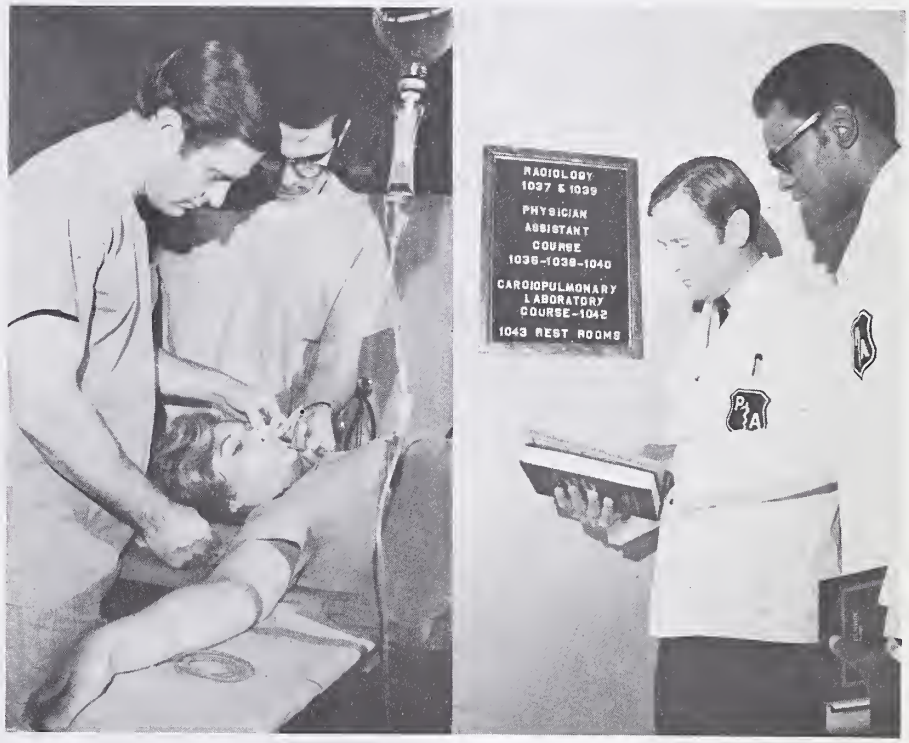
In the second phase the student works in a clinical setting as apprentice to a physician. Apprenticeship includes rotation through various hospital services to learn methods used by specialists in caring for routine medical problems. This experience provides the background necessary for recognizing illnesses and injuries which require immediate referral to specialists.

The ultimate course objective is to produce physician's assistants who can be of service in a variety of medical treatment roles. Emphasis is therefore laid on development of solid academic foundations.

After graduation, the physician's assistant will aid Air Force medical officers by obtaining medical histories, performing physical examinations, ordering appropriate laboratory and X-ray studies, interpreting and recording data, and prescribing limited therapy.

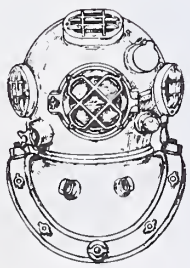
In the course of his duties he might suture wounds and lacerations, apply and remove casts and dressings, and perform other tasks assigned him by his physician supervisor who is responsible for his actions. His duties will be performed in the immediate vicinity of the supervising physician.

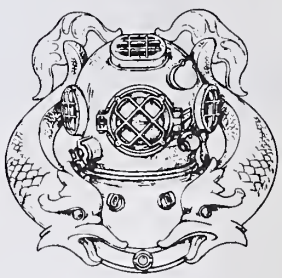
It is apparent that physician's assistants will do much to alleviate the doctor shortage by enabling medical officers to utilize their essential skills better. The program also creates incentives for Air Force-trained people to remain in service and perform well by adding a prestigious top rung to the career ladder.

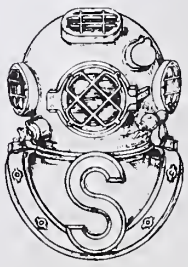


Physician's Assistants receive both practical and classroom training.

Army Green Goes Deep Blue







Deep sea diving gear on display in a classroom at the Diving School.

Soldier emerging from a training session in "hard hat" diving equipment.

They have faith in the buddy system at the Marine Division Diving School, a branch of the Army's Transportation School at Fort Eustis, Virginia. They have to - because their lives depend on it.

They train regardless of the weather because the environment is relatively changeless as they work several fathoms under water.

What does it take to become a diver? First it takes more than just desire. The salvage diver's or even the second class diver's badge, does not come merely for the asking.

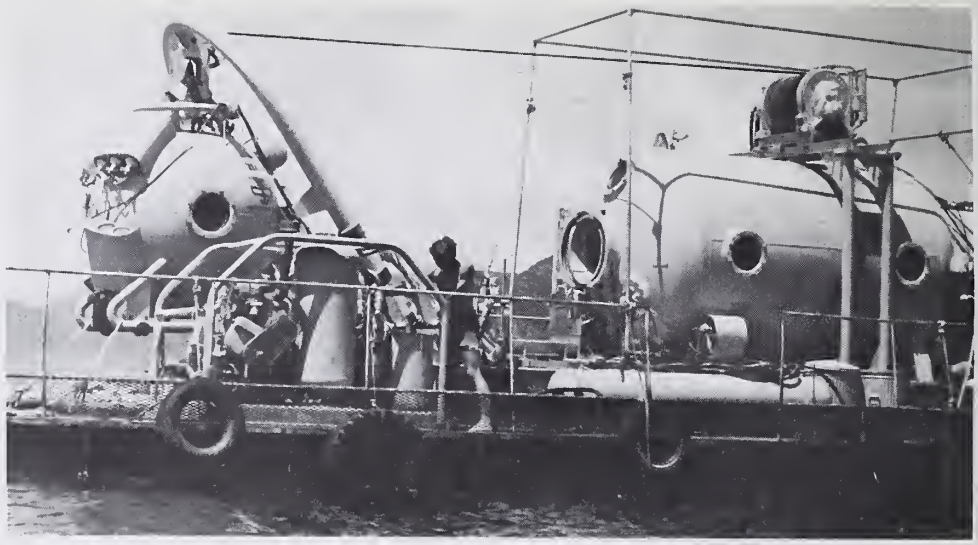
Students entering the program are carefully screened for physical fitness and dexterity to insure that they are fully qualified for the course. They must score well on an intelligence test and be able to swim at least 300 yards.

Although the students use complete deep-sea diving equipment, leaks in the suit may allow freezing water to seep in. To cope with an environment that is uncomfortable and sometimes hazardous, each applicant must be in top physical condition and able to pass a rigid physical examination.

A pressure test determines whether he can equalize water pressure on his ear drums and sinus passages. The applicant does this by swallowing, yawning or by closing mouth and nostrils and then blowing moderately through the nose. If he cannot relieve the pressure, he doesn't pass the physical.

Another major test is for claustrophobia. It disqualifies any person unable to wear the deep-sea diving helmet, let alone work in close quarters or in situations where visibllity is extremely limited.

The program also takes time. Stu-



A safety diver readies a diving bell for a trip to the ocean floor.

Student diver gets the aid of two instructors in preparing for a deep sea dive.

dents must volunteer and have 21 months or more of active service remaining following the completion of both the 23 week salvage diving course and additional on-the-job training.

At Fort Eustis, students receive training in three modes of diving - scuba, deep-sea and shallow water. As soon as they attain proficiency in these modes, they go into advanced training involving salvage of ship hulls, specialized underwater welding projects, demolition and other tasks which could be assigned to them in the field. This intensive in-depth training is given in all three modes.

Upon graduation from the salvage diving course, the men will be promoted to Specialist fifth class and will be able to supervise deep-sea diving operations in the field.

The Army divers are involved in providing underwater safety for the aquanauts who conduct most of their experiments outside of the undersea lab, or habitat. Should an aquanaut's breathing apparatus become fouled, an accident occur in the habitat, or shark or barracuda threaten, Army safety divers swim to the rescue.

They operate the decompression chamber, work on undersea equipment and provide the aquanauts with food, mail and equipment in watertight canisters.

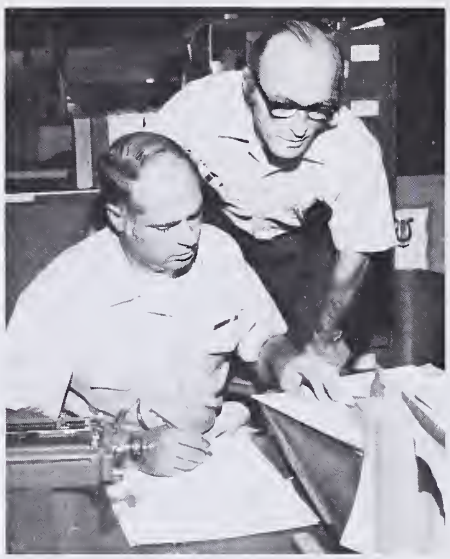
In addition to supporting military diving teams from all over the nation, the diving section has the primary mission of hull repair work at the Fort Eustis dock area. They also perform rescue work for local police departments.

Right: Tenders keep a watch on the life line and air hose of a deep sea diver.

The diving section is made up of 10 enlisted men and a diving officer. Although the men are dedicated to their work, the extra pay is an additional incentive to stay with it. Qualified SCUBA divers and Diver 2nd Class receive $65 extra per month. A salvage diver receives $80 extra per month which is increased to $100 when he becomes a first class diver and to $110 as a master diver.

As the men say when they are on the ocean floor, in this specialty there is nowhere to go but up.

Getting Ahead in the Navy



Naval Examining Center personnel research, write and compile results of tests worldwide.

A new recruit in the Navy recieves $288 each month, and gets free room and meals, medical and dental care, schooling, commissary and club privileges to boot. This is impressive compared to what it was a few years ago. But even with the up-swing in pay, every sailor wants to win a promotion, and thus get more pay, more responsibility and more priviliges.

To win a promotion in the Navy, the sailor has to know his job - and that means all phases of his elected specialty rating. The fleet-wide examinations are highly competitive, but well-qualified Navymen continue to be advanced monthly - advancing through all petty officer rates to the top of the enlisted structure: master chief petty officer.

The Navy is said to have the fairest and most thorough advancement system of all the armed services. This is because all men must perform practical factors (actually doing the work required by the occupational specialty) and complete required training courses dealing with the specialty. Future promotees must also prove to their division petty officers that they

are ready for advancement.

At the Naval Examining Center, Great Lakes, Illinois, at least one chief petty officer is assigned to prepare the 150-question examinations for each of the Navy's specialty ratings. These chief petty officers have been selected to prepare the exams because of their many years of service and expertise in their jobs.

Once the sailor has been nominated for advancement he will have ample time to polish his bookwork. Then, on exam day, all men competing for advancement to the same pay grade will sit down and take the same examination wherever they may be stationed throughout the world, whether at sea in the Mediterranean or South Pacific, or on shore duty in Alaska or South America.

Once completed, the examinations are airmailed to the Exam Center where they are graded and evaluated by computer. From among those candidates considered, the best qualified candidates in the Navy are selected for promotion.

Should a candidate fail an examination, the Exam Center will provide a profile sketch of the candidate's weak and strong subject areas. This profile is designed to help him when he takes the next test for promotion.

It is the overall number of questions answered correctly which determine the persons who pass or fail. It is possible that a Navyman may do poorly in two sections of an eight-part test, but if he does extremely well in the remaining sections, his name may very well be listed near the top of the promotion list.

Sound easy? It is not quite that simple.

Once the test score is computed at the Exam Center and it is determined that the sailor passed the test, his "multiple" is added to produce a final score. A multiple is a number which precisely indicates where the person stands on the prospective promotion scale and is based on the time the examinee has spent in the Navy, his length of time in his last pay grade, the awards he has earned and his overall performance factor. The performance factor is decided by the candidate's division officer and includes such areas as professional performance, military appearance and adaptability, and his conduct and leadership. Since one quarter of the multiple points can be gained here, the performance factor counts heavily and may greatly influence the difference between promotion or pass-over.

Computers are an important facet of NEC operations.

High school students considering a tour with the Navy should remember that education is stressed within the service - and that "book learning" and "burning the midnight oil" are a part of everyday Navy life. It is the proficient sailor who mans today's modern fleet of submarines, cruisers, aircraft carriers and the Navy's versatile air armada. The Exam Center's mission is to maintain that proficiency.

Sailing the Sumac

Late November on the Upper Mississippi, barren trees, wisps of snow, are much like a scene from Doctor Zhivago. Picturesque, and in a way, pretty.

To the men of the U.S. Coast Guard Cutter Sumac, however, it's not a pretty sight at all. Days of difficult, bone-chilling work lie ahead as they prepare the Upper Mississippi for winter's inevitable return.

The last trip of the year. Soon, even the fast-flowing Mississippi will be covered with the white glaze of snow and ice, often ten feet thick. Even a day's delay could stop the Sumac from completing her job. Her crew have heard often enough how her predecessor, the Coast Guard Cutter Fern, was trapped for a week in the river's icy grip the previous winter.

The Sumac is actually two boats in one. One section, the Sumac proper, is a flat-bottomed tugboat where the crew eats and sleeps. Their work area is a barge pushed by the Sumac, where they store and repair the buoys used as channel markers.

The men will only take care of navigational aids that demand immediate attention this trip. Marker buoys may have been dragged out of position by the current, lights on daymarkers may have gone out, vandals may have moved dayboards out of position.

Daymarkers are normally wood pilings driven into the riverbed, with small signs and navigation lights attached. Dayboards are signs erected on riverbanks where the river curves. Helmsmen line up on these much as a farmer will use a tree in the distance to help him plow a straight furrow.

The most important task of the Sumac's deck crew is to remove the five lighted buoys on her run and replace them with unlit buoys. Ice easily damages the cold-sensitive lighting gear, so it must be removed and stored until spring.

It isn't unusual for the deck crew to handle 50 or even 60 buoys a day in the summer, but this is the final run. Ice will close the river in just a few short days, so the normal scraping and repainting is left undone.

Noses and knuckles turn red in the biting wind and cold, and even "routine" jobs become difficult. Patches of ice dot the decks of the Sumac, making walking a treacherous proposition. Motivated by the cold, the deck crew works quickly, but with careful, practiced precision and switch the buoys without difficulty.

Daylight is gone long before each day's work is done. Faulty lights on the daymarkers must be repaired as

they are discovered, as no time may be spared to return. The flat-bottomed cutter slides in the wind like a child's paper boat, and navigating the difficult locks and bridges on the final leg of the journey seems like threading an elephant through the eye of a needle.

Home port. Dubuque, Iowa. To the crew, it's a beautiful sight. Wives and girlfriends wait patiently on the dock. Spring will arrive soon enough, but for the men of the Sumac, it's their last run of the year. They have closed the river.

Right: Guardsmen in the process of replacing buoys.

Bottom: Sunset on the Mississippi.

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Army divers see page 8.
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